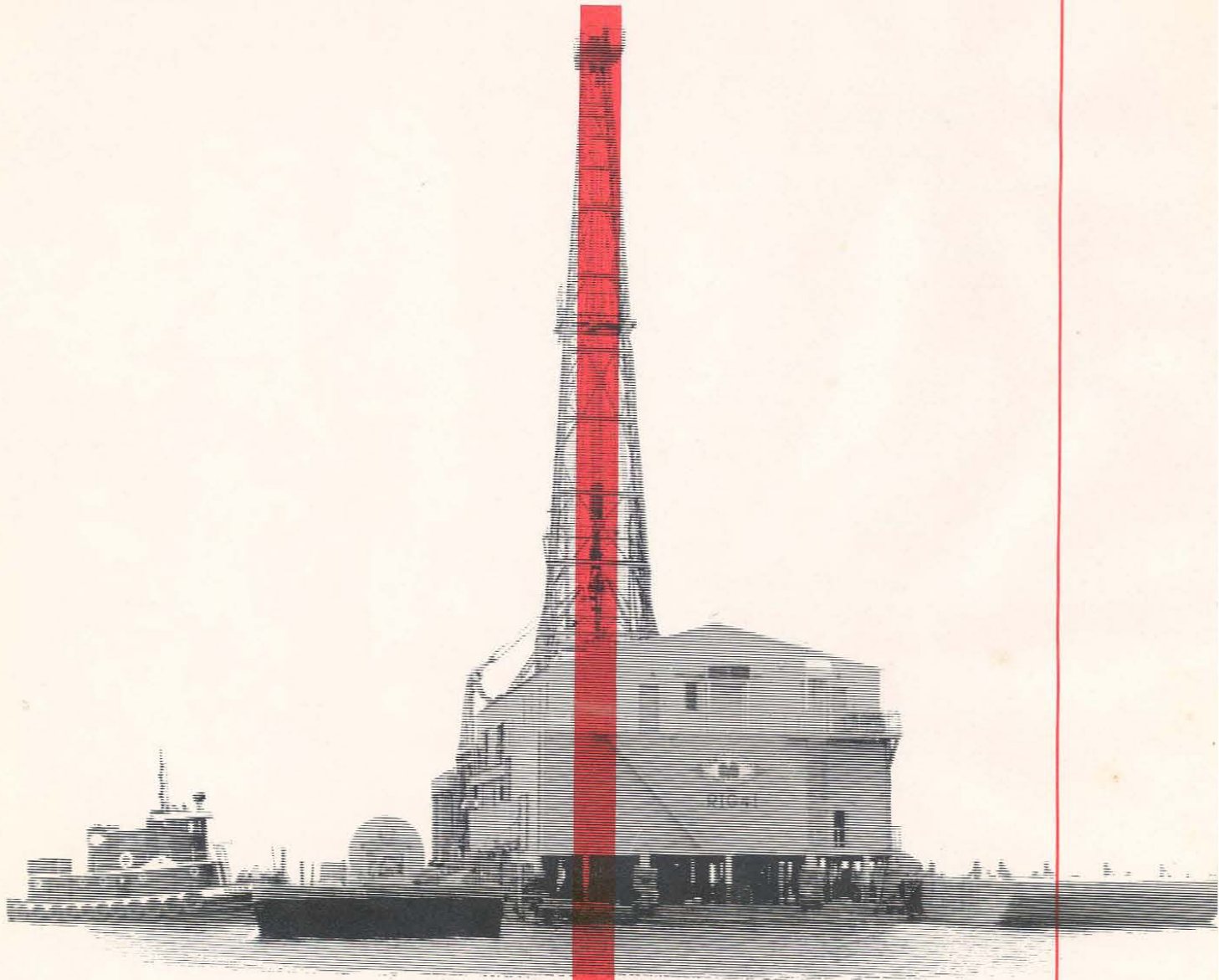


THE RIGAMAROLE

Diamond M Company • A Kaneb Company
Vol. 2 No. 7 January /February 1979



Rig 41 joins the Four Mile Club

Crew of the Century

A profile of courage

Man and the sea. Biographers and novelists have turned out volumes of stories about the classic struggle of seafarers and the elements.

One hundred miles out in the Gulf of Mexico an act of skill and courage recently happened on the Century. This semi-submersible was the scene last month of a real life adventure demonstrating the character, strength and skill of the men who work the rigs.

The Century was alerted about 5:45 a.m. by autocall summoning the rig superintendent and tool pusher. The well had begun to kick and come in. Sleeping crews were hurriedly awakened and ordered into capsules. Two capsules were lowered into 4-6 foot seas. Nine crewmen remained with the rig.

One of the capsules made its way to Diamond M Rig 98. The other was in trouble. The crew was having difficulty starting the engine.

The capsule with 22 persons aboard drifted under the Century and was helplessly slamming about the riser. Finally, the engine was started but the rudder had been damaged and the capsule was still under the rig.

Icy tow

Jim Thompson, derrickman, volunteered to jump into the icy water and attempt to free the capsule. A rope was attached to the equipment and the 26-year-old resident of Natchez, Mississippi, somehow managed to tug and steer the capsule clear. He climbed inside as the capsule worked itself away from the rig. A boat came alongside the vessel sometime later

and Jim helped transfer the crew to the boat.

Asked directly about the role he played, Jim modestly steered the conversation from himself to the crew that remained with the rig. But there are 21 of his companions that are pretty thankful he was aboard.

On the rig, M. L. Craft, rig superintendent; Lewis Roy, tool-pusher; Arnold Adkins, driller; David Blaylock, motorman; Timmy Gray and Terry Barton, derrickmen; George Mouton, barge captain and others were bringing the well under control. In 12-15 minutes from time of the kick, about 6 a.m., they had the well shut in.

Arnold said that quarter hour seemed like eternity. "The noise was

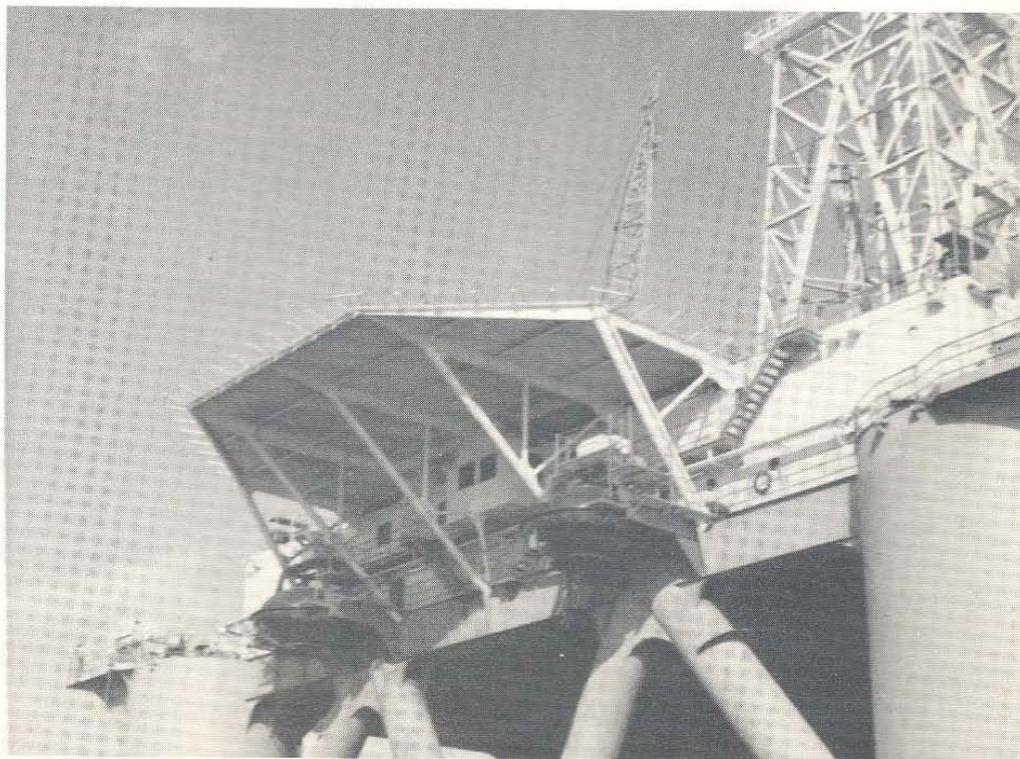
deafening, conversation was impossible. Our one thought was to 'shut it in'."

Training pays

Normally, the crew moves back to the rig as soon as possible but the rough water prevented most of them from returning for several hours. The men who remained with the rig worked through the morning completing their jobs and starting the cleanup.

Adkins had just completed the T-1 program (see pg. 2) and the emergency procedures were still fresh in his mind.

Thanks to the skill and fast action of Jim Thompson and those who remained with the rig, the Century is still operating on its assignment.



Safety capsules are used on each of the Diamond M offshore rigs. Supplies are regularly checked and crews conduct weekly familiarization drills.

